



Occoquan Yacht Club
P.O. Box 469, Occoquan, Va. 22125

The Daymarker

May, 1985, Vol. II, Issue 4

COMMODORE'S COMMENTS BY BILL SHAW

RELIANT is safe at her new home here on the Occoquan and serving proudly as the OYC flagship. Our delivery trip covered 220 enjoyable miles, which Paul and I were able to call a vacation. Bay weather was like August (flat, hot and hazy) so we spent most the time powering. Shakedown produced some minor but quickly corrected problems, such as a slow pressure water leak and over cycling of the shower sump pump, but all-in-all the trip was essentially perfect. We even got two coats of varnish on the teak after a full day of sanding. Please don't be strangers. Stop by RELIANT any time we're there, socialize and come aboard for a look-see. We especially invite you to raft with us anytime you see us with the hook down, our sides are always open.

This year we would like to see the club expand to encompass all users of the river. As you meet new boaters please tell them about the club, our goals (safe enjoyment of the water and each other), and introduce them to a club officer if possible. Our management philosophy is to return to the membership as much as possible for their dues. In addition to the comradeship available, the stronger we are in membership, the more we can put our assets to work to our benefit. Some examples are bulk buying power which we are using to provide you with high quality inexpensive club burgees, car decals, and an abundance of printed material. Club shirts, hats and jackets are another example. Your Executive Board, Advisory Board, and Committee Heads stand ready to serve you, please feel free to keep them abreast of your wishes.

OYC SHED

At the General Meeting on 7 May the membership voted to purchase a 10' by 12' wooden storage shed to shelter club property. Permission has been obtained by the PWM management to keep the shed on their grounds. Funds of \$1000 were approved for this purchase with the condition that each member be asked for a V-O-L-U-N-T-A-R-Y contribution of \$10 to offset the cost. Over \$120 was provided by members present at the meeting. If you would like to contribute, please forward \$10 to the Treasurer, Dale Jacobs, either in person or via the club post office box. Thanks.

POT-POURRI BY GENE FICHTER

- In the process of filling his battery with water one of our members had it explode in his face. Luckily another member was close at hand to throw water on the injured area. The victim has suffered a slight problem in his tear ducts. Once again the idea of safety is paramount. Anything can happen at any time.
- Another entry for our Occoquan Trivia Game—Why are boats referred to as "She" or "Her?" (You'd be surprised at the speculative answers I have received.)
- Which Flag Officer is offered an aspirin each time he sights an Osprey? (G.F.)
- Members are always invited to our Executive Board meetings and we welcome your input. We prefer it this way so it doesn't appear that any selfish interest or cliques are being served exclusively. Meetings are held in homes, on boats and on the docks. They are usually the second Monday evening of each month. So come on out and bring your ideas for all to share.
- Are you aware that the Ft. Washington Marina will be closing shortly for an extensive renovation which should take 2 years to complete and then offer exceptional facilities with over 300 slips. This closing will displace 60 live-aboards.
- Did you know that more than 1,200 individuals die annually in boating accidents, 90 percent of them by drowning? More than half of the drownings are alcohol related. Drunken boat operation is a Federal offense, which can draw a \$1,000 fine, with criminal penalties ranging up to \$5,000.
- A proposal from the Treasury Department to disallow tax deductions for payment of club dues as well as for business lunches has drawn fire from the National Club Association, a lobbying group for yacht, country and golf clubs throughout the United States.
- Who is the Sea Ray Captain who comes down to his boat EVERY day to check his bilge pumps? (B.H.)
- Ever wonder what those tall mounted large rings are for on the starboard side heading toward the Potomac? Reliable sources indicate its a Federal installation utilized in testing electronic equipment. (Another entry for the Occoquan Trivia Game.) By the way, if you have any tid-bits I can use in this column please let me know.
- If you missed the Change of Command Dinner you would have been with approximately 80 members enjoying camaraderie, a delicious meal, dancing to a six piece band with a pleasant evening in a delightful wood paneled room with vaulted ceilings and high wooden beams. Thanks to Steve Worcester on the "Joi DeVivre" for making the arrangements.
- When the Pier 5 Restaurant is built the management has agreed to let us keep a bulletin board there for communications. In the meantime, the DAYMARKER is your source for information. When you see dates and times for an activity, please make a note as the Newsletter could be misplaced and you might miss an outstanding event.

- NOW HERE THIS!! Prince William Marina will open a convenience store and a shipstore by Memorial Day weekend. The trailer is being converted for this purpose.
- With the summer season approaching many people will be on the docks just "sightseeing." It might be a good idea if you would ask them if you could help them, which in turn lets them know that there is someone around who "cares."

SAIL COMMODORES DITTY BAG BY AARON MARTIN

As a final step in your preparation for the new boating season, check out your First Aid Kit for outdated or soiled or unusable contents. If any are found throw them away and replace them immediately. If you don't have an onboard First Aid Kit you should buy a small plastic tool box, lunch box or fishing gear box and add the following supplies:

Small sharp scissors	Bandages 1, 2 and 4 inches wide
Tweezers, small pointed	Bandaids
Assorted size safety pins	Butterfly Bandages
Oral Thermometer	Triangular Bandage
Tourniquet	3 inch Elastic Bandage
Eye Wash Cup	1 and 2 inch wide gauze pads
Cross Venti-Breather	Adhesive Tape
Hot Water Bottle	Cotton
Ice Bag	Cotton Tipped Applicators
Antiseptic (Iodine, Merthiolate)	White Petroleum Jelly
Antiseptic Ointment	Antiseptic Spray
Nupercainal Anesthetic Ointment	Asprin/Tylenol
Eyewash Solution	Chlorpheniramine
Ammonia Inhalants	Anti-Acid (ie. Maalox)
Seasickness Remedy (Dramamine)	Laxative (Milk of Magnesia)
Anti Diarrhea Drug (Kaopectate)	

In addition keep a first aid manual aboard with the First Aid Kit.

A NOTE ON FLAG ETIQUETT BY REAR COMMODORE FOR POWER JOHN PIPER

Now that the boating season is upon us with a flourish, more and more of us are spending the weekend on our boats. This is a good time to review a few simple rules of flag etiquett.

The OYC burgee can be flown 24 hours a day. You are encouraged to do so. The more OYC burgees in view, the more we look like a real strong club. You don't have a burgee? See Dale Jacobs on the "Sunshine," he has the latest shipment of embroidered burgees at the super price of only \$6.00.

The National Ensign, (Old Glory, the Colors, the Yacht Ensign) is properly flown only from 0800 to sunset. In a practical sense, this can be stretched to "daylight hours" without offending. If you are leaving the boat in the late afternoon to go out for dinner and do not plan to return until after sunset, please lower the Ensign before you leave.

GALLEY NOTES BY LYNN MARTIN

Crisp, cool salads and colorful vegetables bring excitement to the simplest family meals and round out your party menus in a truly memorable manner. During the hot summer months we all often lunch on a light, nutritious salad, rounding out the meal with cheese and bread. Here are two make ahead and bring to the boat salads, the first of which comes to us from Vickie Dunlap of the "Great Escape."

LAYER SALAD BY VICKI DUNLAP

Lettuce
1 cup chopped celery
1 green pepper chopped
1/2 cup red onion
1 small can peas (drained)
1 cup mayonaise
1/2 cup parmesan cheese
1/2 cup bacos

Drain all vegetables well, then layer salad, lettuce, celery, pepper, onion, peas, cover with mayonaise, cheese and bacos, refrigerate for at least 12 hours.

Coleslaw will never be the same after you try this delicious cabbage salad with fruits and a creamy dressing.

FRUIT CABBAGE SALAD BY LYNN MARTIN

2 oranges, pared and sectioned
2 apples chopped (leave on peel for color)
2 cups shredded cabbage
1 cup seedless green grapes
1/2 cup whipping cream
1 Tablespoon sugar
1 Tablespoon lemon juice
1/2 teaspoon salt (optional)
1/2 cup mayonnaise or salad dressing.

Place oranges, apples, cabbage and grapes in bowl. Beat whipping cream in chilled bowl until stiff. Fold whipping cream, sugar, lemon juice and salt into mayonnaise. Stir into fruit mixture just before serving.

I have noted a new product on the grocery shelves which seems to be tailor made for boating. New from Welsch's is Jelly and Jam in plastic squeezable bottles. We tried it at home and it tastes great.

LOG OF THE "PREFACE"

Friday, 19 April 1985

- 0600 All hands gathered for safety briefing and float plan as well as assigned and volunteer duties. Weather superb. Sea calm, sunshine and warm temperatures.
- 0614 Preface underway with all hands manning stations on deck. Crew for the day: Captain Gene Fichter; Vice Commodore Aaron Martin; First Mate Dave Robinson; Log Keeper Barbara Robinson; Navigators Pat and Jess Utter; and Crew Jack Kennedy and Eva Nanni.
- 0638 Passing Daymarker #7 entering Occoquan Bay. Sighting Osprey on marker. First Communications with "Idle Hour" (Coast Guard Auxiliary Vessel) as they passed us leaving OYC and PWM.
- 0645 Second Communication was our contacting vessel "Sunshine" as they departed PWM.
- 0654 First word from Tall Ship "Danmark" on VHF Channel 12 asking information on docking arrangements in Washington, DC.
- 0730 First sighting of a vessel with full sails. Quantico area visible with naked eye. Underway ourselves toward the Tall Ships.
- 0750 Conversation with fisherman as we crossed their nets. Fortunately the nets were on the bottom for Rock and Perch. These test nets were in the shipping channel. This took place off the Point of the Naval Installation at Indian Head, Maryland. Photo session by our crew of the vessel "Janna."
- 0800 Rendezvous with the vessels "Sunshine", "Joi DeVivre", "Kukula" and "Equinox" in mid-channel. "Danmark" states they will meet up with "Mystic Clipper", "Western Union" and several skipjacks at Ft. Washington for sailing through the Woodrow Wilson Bridge.
- 0815 "Danmark" brought the small American Flag down and hoisted a large American Flag with the District of Columbia Flag also being flown.
- 0819 Television crews filming onboard stern of "Danmark." (OYC boats on both channel 7 and 9 evening news.)
- 0830 Two bells sounded by "Danmark."
- 0838 Seven men aloft to make ready for rigging additional sails. Other crew members to Bow Sprit.
- 0846 Flotilla off daymarker #60.
- 0912 Off Marshall Hall, Maryland

0851 Sighted Coast Guard Cutter "CAPSTAN" off Gunstan Cove.

0900 Off Buoy #62

0904 Off Buoy #64

0921 Shipjacks coming out of Ft. Washington with many other escort vessels.

0925 Off Mount Vernon with "Preface" saluting with sounding of horn. Succeeding escort boats did the same.

0930 Coming up on Ft. Washington.

0933 "Decision" from Philadelphia with VIP's aboard heading south out of DC to greet "Danmark." "Happy Days IV" following with more VIP's.

0938 Off Ft. Washington. "Danmark" about 3/8 miles astern of us. We reduce speed to await its arrival. Vessel "Mystic Clipper" on our starboard also awaiting flotilla as well as six Coast Guard escort vessels.

0943 "Dove" renders one-gun salute to "Danmark."

0950 First of 21-gun salute from Ft. Washington.

0951 "Mystic Clipper" rendering one-gun salute.

0956 Conclusion to 21-gun salute at Ft. Washington. While salute was being rendered "Preface" rafted with "Equinox."

1025 Passing Belle Island Marina.

1034 Passing through the Woodrow Wilson Bridge.

1035 Passing classmates of Jess Utter (whole school). Sounded horn and students responded with cheers.

1036 Met by fireboat "John Glenn", paddlewheeler "First Lady." Waited on DC side of Woodrow Wilson Bridge for "Danmark."

1039 Passing LCVP anchorage and the Swedish vessel "Ada Gorthan" out of Helsingborg', also the cruise ship "Dandy." Passing Torpedo Factory in Old Town Alexandria.

1053 Vehicular traffic on Woodrow Wilson Bridge stopped for raising span.

1059 Fireboat "John Glenn" shoots water fountains to welcome "Danmark" as she passes Alexandria.

1102 "Mystic Clipper" under full sail passes through the Woodrow Wilson Bridge.

1104 Two Presidential helicopters pass overhead to our starboard.

- 1112 Woodrow Wilson Bridge re-opening for "Dove" and other sail vessels. Passing Bolling Air Force Base Housing Units.
- 1122 Woodrow Wilson Bridge Closed. Passing Anacostia Park and NAS Anacostia Officers Club.
- 1124 Passing Hains Point and sculpture of "Man Arising" from the earth. Much discussion ensued.
- 1132 Passing Honor Guard at Ft. McNair practicing for arrival of "Danmark."
- 1140 Approaching Capital Yacht Club
- 1143 Docked at Capital Yacht Club Marina Slip #A-7. Crew given shore leave to join in celebration of the arrival of the other vessels. "Preface" secured.

CAPTAIN'S NOTES: All hands performed their functions well and it proved to be an enjoyable cruise for all. The vessel was ship shape and responded to all maneuvers. However, in returning to our anchorage in Occoquan the next day the switch to change fuel tanks did not function and we could not go to the reserve tank with the result we anchored off the entrance to Mattawoman Creek, Maryland, and radioed for assistance. "Sunshine" responded with Captain Dale Jacobs; First Mates Rita Jacobs, Cathy Becker, Aaron, Lynn and Maggie Martin and John and Marilyn Piper. They came aboard and manually changed the fuel tank hoses in order for us to get underway. Our Search and Rescue Committee monitored the radio. This reassured me and gives further credence for the advice that a boater should have a VHF radio for any contingencies.

Gene Fichter, Vice Commodore, OYC.



Solomons Island Yacht Club, Inc.
Solomons, Maryland

CORDIALLY EXTENDS TO THE OFFICERS AND MEMBERS OF THE

Occoquan Yacht Club

THE PRIVILEGES OF THE CLUB

FOR THE SEASON OF

85

Polly Paul
 SECRETARY

Don Barrett
 COMMODORE

A NOTE FROM OUR FRIENDS
 AT SOLOMONS ISLAND YACHT
 CLUB

SPECIAL NOTICE!

Don't forget the OYC overnight to the Dunes Saturday, 18 May 1985. The "Maggie Lynn" will depart for Mattawoman shortly after the flag raising ceremony and will be stationed near the southern shore of the Mattawoman, ESE of Daymarker #1. All vessels desiring to convoy to the Dunes should meet the "Maggie Lynn" by 1600. The "Maggie Lynn" will be easy to locate--just look for the OYC Banner on the lifelines. Schedule your activities now and lets have a good sized group present for a great time.

Mattawoman Cruise TIDE TABLES

(Tide Tables for the weekend of 18/19 May 1985)

Saturday, May 18	Occoquan Bay	Mattawoman Creek
LOW TIDE (0.3)	0058	0048
HIGH TIDE (3.1)	0639	0629
LOW TIDE (0.2)	1351	1341
HIGH TIDE (2.7)	1912	1902
Sunday, May 19	Occoquan Bay	Mattawoman Creek
LOW TIDE (0.4)	0133	0123
HIGH TIDE (3.2)	0711	0701
LOW TIDE (0.3)	1434	1424
HIGH TIDE (2.7)	1952	1942

COAST GUARD SEARCH AND RESCUE POLICY FOR BOATS

The Commandant of the Coast Guard, Admiral James Gracey, recently issued a statement aimed at clarifying the Coast Guard's search and rescue policy on calls for assistance from recreational boats. The situations which prompt these calls range from imminent distress (collisions, flooding and sinking) to mishaps such as running out of fuel, running aground, or mechanical failure. The clarification is the result of a review requested by Congress. An objective of the review was to minimize the possibility of the Coast Guard competing unnecessarily with commercial towing and marine assistance firms in areas where they do business.

Here, in a nutshell, is what you can expect if you call the Coast Guard for assistance on the water:

1. The Coast Guard will first attempt to screen the call over the radio, and determine the severity of the problem, rather than sending a unit directly to the scene.
2. The Coast Guard will respond to the call if--
 - a. There is a threat to life or a foreseeable threat to life; or
 - b. There is bad weather (as defined by each District Commander), or bad weather is forecast to arrive before the troubled vessel can be reached by other available sources of assistance; or
 - c. It is after dark, or when darkness will arrive before the troubled vessel can be reached by other available sources of assistance; or
 - d. An otherwise qualified commercial firm in the area could not provide assistance within a reasonable length of time.
3. If none of the above conditions exist, the Coast Guard will act as an intermediary in obtaining assistance for the boater by doing the following:
 - a. If the boater subscribes to a boating assistance service, arrange contact with that firm and, if they can handle the case in a reasonable time, turn it over to them and monitor to completion; or
 - b. If the boater does not subscribe to such a service, contact a qualified commercial towing or assistance firm (qualified means having demonstrated professional capability and having the equipment and operator able to handle that particular case), then turn the case over to them and monitor to completion.
4. If the Coast Guard does tow the boater, it will be to the nearest appropriate mooring--which may not necessary be the destination desired by the boater.
5. This policy applies not only to Coast Guard SAR units, but to U. S. Coast Guard Auxiliary units when they are operating under Coast Guard order.

COAST GUARD REPORT

The Officer-in-Charge of the Coast Guard Cutter CAPSTAN has asked our help in ensuring both pleasure and commercial users of the Occoquan and Potomac comply with Federal rules of the road and navigation instructions. Specifically, compliance with proper operating rules such as passing port-to-port when meeting head-on, using proper whistle signals, fulfilling obligations as "give-way" and "stand-on" vessel, showing proper lights, etc.

As the Coast Guard and their Auxilliary can't be everywhere at the same time, it is incumbent on us to be the leaders in doing things right. If you're not as familiar with the rules of the road as you think you should be, OYC recommends attending one of the USCGA or US Power Squadron courses as soon as possible. Local libraries and good book stores carry many texts which discuss the "rules" as well. Please remember, when you cast off your lines, you alone are in command and responsible for your actions and the safety of all onboard. Safe and courteous operation is the rule rather than the exception.

As a final item, the Officer-in-Command of CAPSTAN has asked OYC to keep him informed of any serious breaches of regulations in the Occoquan area. Should you witness a significant hazard such as a sand barge aground, left by its tug, and not properly lighted, please call CAPSTAN direct on VHF 16 (expect to switch to 22A) and report the hazard (in such a situation, the tug master should have stayed with his tow, or properly lighted it. Also even if with the aground tow, the Coast Guard must be notified so that group Baltimore can broadcast a "security" (safety) information message at regular intervals until the hazard is corrected). Also please report any other navigational discrepancies to the Coast Guard (such as a buoy off-station, a daymarker light out, shoaling, etc.). We, the users, are their primary way of getting information. NOTE: if you can't reach CAPSTAN on 16 or are not VHF marine radio equipped, phone CAPSTAN at her dock (Ft. Belvoir) 664-3028.

VHF MARINE RADIO

VHF radio is your link to the Coast Guard, Fire and Rescue, local police departments, and each other, when on the water. Everyone should have a radio, properly licensed of course. These radios are quite inexpensive (\$150 class) and easy to install, you can even get a "hand-held" for about \$200 (a good idea for trailer launched craft). VHF puts you in touch with other club members (call on 16, shift to 68, 70 or 72), Coast Guard Safety broadcasts and Urgent Warnings (such as approaching thunderstorms) and the full time National Weather Service broadcasts (locally transmitted from Manassas). Coast Guard Group Baltimore transmits and receives via a large antenna at the CG Station on Telegraph Road in Alexandria and can be easily reached on low power (1 watt) stations on the Potomac in our area. They are in the process of raising their antenna another 100 feet to pick up low power stations in coves and difficult radio locations, like the Occoquan. Some points to remember:

- Call on 16, shift to 68, 70 or 72 to talk.
- "Radio Checks" with the CG are prohibited on 16.
- Always monitor 16 when underway.
- Commercial vessels (ships and tugs) monitor 13 and 16.

EQUIPMENT REQUIREMENTS

Looking ahead to holiday weekends and the summer, many anglers and other boaters will be spending time on their favorite waterway. The subject of fishing, especially fishing from boats reminds us that we should spend a few minutes thinking about the safety equipment for your boat. Whether your craft is used for fishing, for a cruise on a hot afternoon, waterskiing or whatever; if you plan to do some boating this weekend, here are a few important reminders. First of all, the law requires that there be a Coast Guard Approved Personal Flotation Device—PFD, as they're called, for each person on board your boat. For any boat, except a canoe, which is 16 feet or longer, the PFDs must be of a type that can be worn. In addition, you'll also need a throwable device . . . a ring buoy or the familiar seat cushion will serve that purpose. It is simply good sense to wear the device if the water becomes rough, or you are on moving water, especially fast water in a small boat or canoe. In any event, non-swimmers should wear their PFDs at all times. In some states children under the age of 9 and non-swimmers of any age are required to wear a PFD. One other note: if on a warm evening you decide that a moonlight cruise might be fun remember that your boat must be equipped with proper lights. Light requirements and placement vary with the size and type of boat, but in general terms, each boat must be equipped with red and green side lights and a white light visible over 360 degrees. Rowboats and other hand propelled watercraft (dinghy) may carry a flashlight or similar signal to use in order to avoid collision. Details are available from any state marine patrol office and most boat dealers or marinas. If your boat is equipped with a motor, it's certainly a good idea to carry a marine fire extinguisher, and in some cases, it's the law. Fire is the major cause of property damage on pleasure boats. Be sure your fire extinguisher is within easy reach and fully charged. From cruising the Potomac, waterskiing, or sailing "Over the Edge." Do it safely today, so you can enjoy it again tomorrow.

BOATING EQUIPMENT LIQUIDATORS (BEL)

Located at South Pickett Street, Alexandria, BEL is the BOAT/US "outlet" for over stocked, last years models, factory repaired "new" equipment, and a bunch of what-ever! All prices are negotiable with John, who runs BEL single handed. His shelves are ever changing and you can find fender covers, VHF radios, AVON inflatables, paint, clothes, hardware, brass, etc., etc., all at 30% to 50% below the BOAT/US catalog price. Terms are cash and carry with no-returns, however as most everthing is "new," manufacturer warrantees usually apply.

CHEESAPEAKE SKIPPER

This is a new newsletter free to all Chesapeake sailors. For more information call Dan Winters 804/722-6133.

Police Need Boat Owner Cooperation

Police departments in the metropolitan Washington, DC area have uncovered a large boating theft ring operating in the lower Chesapeake Bay. Officers from Fairfax and Prince William Counties, Virginia and the Maryland Department of Natural Resources Marine Police recently recovered large quantities of stolen outboards, outdrives and electronic equipment.

BOATS/US. vigorously supports the renewed interest law enforcement agencies are taking in investigating boating thefts. This increased effort can only succeed if you take the time and effort to record all serial numbers relating to your boat (Hull Identification Number (HIN) engine, outdrive, electronics, etc.) and keep them in a safe place (not on board your boat). Should you be the unlucky victim of a theft, report it immediately to both your local law enforcement agency and your state's marine police. Have the serial number ready—the more complete your report is, the better. We suggest you take photos of the boat and the more expensive items. Also, etching your social security number or driver's license number on equipment is a good idea. Choose a concealed or hidden spot so only you would know where to look.

Unclaimed Gear

Much of the loot recovered in the Chesapeake Bay area is being returned to the rightful owner, but some of it remains unclaimed. If you're a boat owner in the Chesapeake Bay area and had your outboard, outdrive or boat stolen between 1970-1982, you can contact Second Lieutenant Andrew Wyczlinski of the Fairfax County Police Department 703/360-8403 and/or Sargeant Danman of the Maryland State Police 301/475-8944. You'll need to give them the make, model and serial number of the stolen unit.

CME--A Sound Safety Inspection--For Free

The Courtesy Marine Examination offered by the USCG Auxiliary is a good way to check the adequacy of the safety equipment aboard your boat. Many of these people are trained, seasoned boat owners who examine your boat for fire hazards as well. You may want to consider taking advantage of this free annual service as a compliment to your own weekly inspection.

CLASSIFIED ADS

FOR SALE: Five pound Danfort Hi-Tensile Anchor. Make offer. Gene, Slip A-2 (PWM) or Metro #690-4869.

1974 ENSENADA 20, 6 HP OB, Sleeps 4, Swing Keel, Trailer, Main, Working Jib, 170% Genoa, Ready to go. Call Aaron Martin 491-1287

FOR SALE: 1978 26' Seafare Sloop; 150%, 100%, Storm Jobs; Jiffy Reefing Main; P/S, WS, KM; 9.9 Johnson OB w/Alt., Starter, and Inboard controls; Excellent Condition, clean, well maintained. Call John Welsch 491-6653 or (metro) 643-1869.

GREAT STEREO SYSTEM FOR YOUR BOAT OR HOME. Realistic quadraphonic with separate cassette player and four 4" walnut wood speakers. Perfect condition. Make offer. Gene Slip A-2 (PWM) or Metro # 690-4869.

WELCOME NEW MEMBERS

As of the 7 May membership meeting the current membership totals 161 with 46 memberships not renewed from 1984. We have 70 new members in 1985 and 91 renewals. This breaks down to 65 families, 22 individuals, 4 associates and 5 juniors.

An OYC "Welcome" to the following new members:

Frank and Sue Boberek
Jimmy Kelly
Joe and Sandy Beamon
Chris Fisher
Joe and Vicky Hansen
Robert and Cathy Wilcox
Jon Bedsworth

Herb and Jane Kressel
Charles Petty
Joe and Linda Fisher
Rick VanDoren
Rick and Marlis Norton
Dennis and Joyce Moeller
James Love

The following changes need to be made to your membership list:

The Goodmans now have a 28-foot Aloha named "ALI'l KAI" and the Piper's boat is a dinghy named "WEE DON II."

A new membership list will be published and distributed in June and will be current as of 1 June 1985.

ANNOUNCING THE 1985 POTOMAC RIVER SAILING CHAMPIONSHIPS

The Potomac River Sailing Championships are organized to encourage fellowship and sportsmanship among Sailors and to enhance fair and competitive sailing on the River. The Championships this year consist of a series of six Regattas for sailing yachts eligible for a PHRF handicap (20' and above).

1985 REGATTA SCHEDULE

<u>EVENT</u>	<u>DATE</u>
Neabsco Spring Regatta	May 11-12
Mt Vernon Memorial Day Regatta	May 25-26
Fairfax Regatta	June 15-16
Occoquan YC Open Regatta	Sept 14*
Mt Vernon Columbs Day Regatta	Oct 12-13
Quantico Frostbite Regatta	Oct 19-20
Neabsco Mid-River Bash	Oct 26

*OYC open not part of the scored series.

For more information about any of these events, please contact Bill Shaw (491-8227) or Aaron Martin (491-1287). If enough interest is shown by the OYC sailing fleet, OYC may formally enter the competition in 1986.

LAST DAY TO ORDER IS JUNE 1, 1985

* * * * NOTICE * * * *

Last year, members of the OYC had the opportunity to buy shirts embroidered with "OCCOQUAN YACHT CLUB". The price for the embroidering was quite expensive; consequently, many members did not buy the shirts. This year, in an attempt to keep the cost down, we have contacted a company that does silkscreening, a less expensive, yet equally attractive method. The prices quoted below are not exact (although close) because prices vary with the total quantity ordered. For example, if we order over 6 dozen, the price for the polo shirt would be reduced to \$10.95; if we order less than 4 dozen, the price would increase. The prices below reflect a total order of 4 to 6 dozen in any combination of categories - i.e., 2 doz. shirts, 1 doz. hats, 1 doz. jackets, etc.

Sizes available: small (sm.), medium (med.), large (lge.), extra large (xlge.), extra-extra large (xxlge.)

Category #1: POLO SHIRT	\$12.95
(white, silver, tan, powder blue, kelly green, red, navy)	
Category #2a: CREWNECK SWEATSHIRT	\$10.95
#2b: HOODED SWEATSHIRT	\$13.95
#2c: HOODED SWEATSHIRT w/zipper	\$16.50
(navy, red, white, powder blue, gray)	
Category #3: ACRYLIC SWEATER	\$14.95
(same colors as category #2)	
Category #4: WINDBREAKER	\$16.50
(navy, burgundy, green, red, gold, white, royal blue, silver gray)	
Category #5a: TEE-SHIRT	\$ 5.50
#5b: LONG-SLEEVE TEE-SHIRT	\$ 7.95
Category #6: BASEBALL HATS	\$ 4.65

I have some samples onboard "SUNSHINE", slip B-17.
If you have any questions or need further information, call
DALE JACOBS 250-6801 or 490-5598.

ORDER FORM

Category	Quantity	Size	Color	Price
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Your name _____

Mail to: Occoquan Yacht Club
P.O. Box 469
Occoquan, VA 22125
or hand deliver to DALE JACOBS

LAST DAY TO ORDER IS JUNE 1, 1985